



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 436TH AIRLIFT WING (AMC)

MEMORANDUM FOR 436 CES/CEV

FROM: 436 MSG/CC

SUBJECT: Finding of No Significant Impact (FONSI)-Demolish 8 facilities

1. Dover AFB is proposing to demolish eight buildings for a total area of 43,255 square meters. All of the buildings are located in the same vicinity and all are in the footprint for the new air freight terminal.
2. An environmental assessment, which is attached, was drafted and demonstrates that there are no significant environmental impacts from the proposed action. An environmental assessment was available for public review and comment from 16 May through 29 May 2004. No comments were received.
3. This document was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality (CEQ) regulations of 1978, and Air Force Instruction (AFI) 32-7061, *The Environmental Impact Analysis Process*. AFI 32-7061 addresses implementation of the NEPA and directs Air Force officials to consider the environmental consequences of any proposal as part of the decision-making process. This instruction has been recently amended and appears, as amended, in 32 CFR Part 989. It was determined that neither an environmental impact statement nor a formal environmental assessment is necessary. No further environmental documentation is necessary.
4. I have evaluated the attached environmental assessment and find no significant impacts on the quality of the human or natural environment from the proposed action.

A handwritten signature in black ink, appearing to read "R. J. King", is written over the typed name.

ROBERT J. KING, Colonel, USAF
Commander, 436th Mission Support Group

Attachments:

1. AF Form 813
2. Environmental Assessment

Report Documentation Page				Form Approved OMB No. 0704-0188	
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6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
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7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) 436th Civil Engineer Squadron (CES/CEV),600 Chevron Ave,Dover AFB,DE,19902				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
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a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

ENVIRONMENTAL ASSESSMENT DEMOLISH 8 FACILITIES FOR THE NEW AIR FREIGHT TERMINAL

1.0 INTRODUCTION AND PROJECT DESCRIPTION

1.1 ENVIRONMENTAL SETTING

Dover Air Force Base (DAFB) is located in Kent County, Delaware. The base is situated 3.5 miles southeast of the center of Dover, Delaware, the state capital. The base covers approximately 3,902 acres of land area including annexes, easements, and leased property.

Dover AFB has two active airfields. The north-south airfield at Dover AFB divides the main Base into two primary sections. Open space, recreational areas, and limited amounts of industrial uses are located east of the airfield. The land uses west of the airfield and east of U.S. Route 113 are industrial, airfield operations, administrative, community, medical, and some unaccompanied personnel housing. Eagle Heights Military Family House (MFH), temporary lodging quarters, a golf course, and additional unaccompanied personnel housing are located west of U.S. Route 113 and east of St. Jones River. The surrounding areas consist primarily of cropland and wetlands, with the Saint Jones River running adjacent to the southwestern corner of the base.

- 1.2 **PROJECT PURPOSE and NEED.** The proposed project identified in the AF Form 813 to demolish eight facilities to make room for a new efficient air freight terminal. The total area of all the buildings to be demolished is 43,255 square meters. All of the buildings are located in the same vicinity and all are in the footprint for the new air freight terminal. The eight facilities being proposed for demolition, along with a brief description are provided below. The proposed project is needed to make room for the construction of a new air freight terminal because the existing air freight terminal was extremely damaged during a snow storm.

- A. Building 504 is the Solid Waste Disposal facility and is 41 square meters.
- B. Building 505 is the Air Freight Terminal facility and is 37,005 square meters. This facility provides space for receiving, sorting and accumulating conveyable and non-conveyable cargo, pallet buildup and netting, peacetime war readiness material pallet storage, retrograde processing special cargo processing, packing and crating.
- C. Building 506 is the Ramp Services Office and is 170 square meters. The administration and miscellaneous support offices for the Air Freight Terminal are located in this facility.

- D. Building 510 is the old Firestation and is 1,454 square meters. The facility houses the fire protection apparatus, equipment, operating supplies/agents, and administrative/maintenance/operations personnel of the base fire department. A new firestation is currently under construction, so this facility will be obsolete.
- E. Building 581 is the Marshalling Yard facility and is 113 square meters. The marshalling yard is the area used to assembly cargo for deployments, contingencies, and exercises. Palletization and other cargo preparation activities are also performed here. Vehicles, equipment, and other cargo are stored in the marshalling yard until such time as an aircraft is ready for the cargo.
- F. Building 582 is the Mobility Processing facility and is 3,796 square meters. Staff offices for operational wings, air base wings, or training wings are located within this facility.
- G. Building 585 is the C-5 Parts Store and is 676 square meters. This facility houses supplies and equipment needed to support base operations.
- H. Building 67585 is the Pavilion.

2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

2.1 NATIONAL ENVIRONMENTAL POLICY ACT

The National Environmental Policy Act, commonly known as NEPA, is a Federal statute requiring the identification and analysis of potential environmental impacts of proposed Federal actions before those actions are taken. NEPA established the Council on Environmental Quality (CEQ) that is charged with the development of implementing regulations and ensuring agency compliance with NEPA. CEQ regulations mandate that all Federal agencies use a systematic interdisciplinary approach to environmental planning and the evaluation of actions that may affect the environment.

This process evaluates potential environmental consequences associated with a proposed action and considers alternative courses of action. The intent of NEPA is to protect, restore, or enhance the environment through well-informed Federal decisions.

The process for implementing NEPA is codified in Title 40 Code of Federal Regulations (CFR) Parts 1500-1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*. CEQ regulations specify the following must be accomplished when preparing an environmental assessment (EA):

- Briefly provide evidence and analysis for determining whether to prepare an environmental impact statement (EIS) or a finding of no significant impact (FONSI)
- Aid in an agency's compliance with NEPA when an EIS is unnecessary
- Facilitate preparation of an EIS when one is necessary

Air Force Policy Directive (AFPD) 32-70, *Environmental Quality*, states that the U.S. Air Force (USAF) will comply with applicable Federal, state, and local environmental laws and regulations, including NEPA. The USAF's implementing regulation for NEPA is *The Environmental Impact Analysis Process (EIAP)*, 32 CFR Part 989, as amended.

2.2 INTEGRATION OF OTHER ENVIRONMENTAL STATUTES AND REGULATIONS

To comply with NEPA, the planning and decision-making process for actions proposed by Federal agencies involves a study of other relevant environmental statutes and regulations. The NEPA process, however, does not replace procedural or substantive requirements of other environmental statutes and regulations. It addresses them collectively in the form of an EA or EIS, which enables the decision-maker to have a comprehensive view of major environmental issues and requirements associated with the Proposed Action. According to CEQ regulations, the requirements of NEPA must be integrated "with other planning and environmental review procedures required by law or by agency so that all such procedures run concurrently rather than consecutively."

The EA examines potential effects of the Proposed Action and alternatives on seven resource areas including air quality, biological resources, cultural resources, geological resources, hazardous materials and waste, safety, and water resources. Four resource areas that have been omitted from analysis include infrastructure, noise, land use, and socioeconomic and environmental justice. The basis for the omissions is described in section 4.0. The following paragraphs present examples of relevant laws, regulations, and other requirements that are often considered as part of the analysis.

2.2.1 Air Quality

The Clean Air Act (CAA) establishes Federal policy to protect and enhance the quality of the nation's air resources to protect human health and the environment. The CAA requires that adequate steps be implemented to control the release of air pollutants and prevent significant deterioration in air quality. The 1990 amendments to the CAA require Federal agencies to determine the conformity of proposed actions with respect to State Implementation Plans (SIPs) for attainment of air quality goals.

2.2.2 Biological Resources

The Endangered Species Act (ESA) requires Federal agencies that fund, authorize, or implement actions to avoid jeopardizing the continued existence of federally listed threatened or endangered species, or destroying or adversely affecting their critical habitat. Federal agencies must evaluate the effects of their actions through a set of defined procedures, which can include preparation

of a Biological Assessment and formal consultation with the U.S. Fish and Wildlife Service (USFWS).

EO 11990, Protection of Wetlands, requires that Federal agencies provide leadership and take actions to minimize or avoid the destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands.

The CWA, under Section 404, contains provisions for protection of wetlands and establishes a permitting process for activities having potential effects in wetland areas. Wetlands, riverine, and open water systems are considered waters of the United States and, as such, fall under the regulatory jurisdiction of the U.S. Army Corps of Engineers (USACE).

2.2.3 Cultural Resources

The National Historic Preservation Act of 1966 (NHPA) provides the principal authority used to protect historic properties, establishes the National Register of Historic Places (NRHP), and defines, in Section 106, the requirements for Federal agencies to consider the effect of an action on properties on or eligible for the NRHP.

Protection of Historic and Cultural Properties (36 CFR 800 [1986]) provides an explicit set of procedures for Federal agencies to meet their obligations under the NHPA, including inventorying of resources and consultation with State Historic Preservation Office (SHPO).

The Archeological Resources Protection Act of 1979 ensures that Federal agencies protect and preserve archeological resources on Federal or Native American lands and establishes a permitting system to allow legitimate scientific study of such resources.

EO 13007, Indian Sacred Sites, requires that, to the extent practicable, Federal agencies accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of such sacred sites.

EO 13084, Consultation and Coordination with Indian Tribal Governments, requires that each Federal agency shall have an effective process to permit elected officials and other representatives of Indian tribal governments to provide meaningful and timely input in the development of regulatory policies or matters that uniquely affect their communities.

2.2.4 Safety

Air Force Instruction (AFI) 91-301, *Air Force Occupational and Environmental Safety, Fire Protection, and Health (AFOSH) Program*, implements AFPD 91-3, *Occupational Safety and Health*, by outlining the AFOSH Program. The purpose of the AFOSH Program is to minimize loss of USAF resources and to protect USAF personnel from occupational deaths, injuries, or illnesses by managing risks. In conjunction with the USAF Mishap Prevention Program (AFI 91-202), these standards ensure all USAF workplaces meet Federal safety and health requirements. This instruction applies to all USAF activities.

2.2.5 Water Resources

The Clean Water Act (CWA) of 1977 (33 United States Code [USC] 1344) and the Water Quality Act of 1987 (33 USC 1251, et seq., as amended) establish Federal policy to restore and maintain the chemical, physical, and biological integrity of the nation's waters, and where attainable, to achieve a level of water quality that provides for the protection and propagation of fish, shellfish, and wildlife, and recreation in and on the water.

Executive Order (EO) 11988, *Floodplain Management*, requires Federal agencies to take action to reduce the risk of flood damage; minimize the impacts of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by floodplains. Federal agencies are directed to consider the proximity of their actions to or within floodplains. Where information is unavailable, agencies are encouraged to delineate the extent of floodplains at their site.

Coastal Zone Management Act (CZMA) establishes goals for and a mechanism for states to control use and development of their coastal zones. CZMA applies to actions on federal lands only when state's coastal zone is affected. CZMA requires that federal agencies be consistent with enforceable policies of state coastal zone management programs when conducting or supporting activities within or outside the coastal zone that affect land use, water use, or natural resources of the coastal zone.

2.2.6 Infrastructure

Infrastructure consists of the systems and physical structures that enable a population in a given area to sustain itself. Consideration of infrastructure is applicable to a proposed action or alternative where there may be an issue with respect to local capacities (e.g., utilities, transportation networks, energy) to provide the required support.

2.2.7 Noise

Federal Aviation Administration (FAA) Part 150, *Airport Noise Compatibility Planning*, provides guidance to measure noise at airports and surrounding areas and determine exposure of individuals to noise that result from the operations of an airport. FAA Part 150 identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It also provides technical assistance to airport operators, in conjunction with other local, state, and Federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs (14 CFR 150).

2.2.8 Socioeconomics and Environmental Justice

EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, directs Federal agencies to assess the effects of their actions on minority and low-income populations within their region of influence. Agencies are encouraged to include demographic information related to race and income in their analysis of the environmental and economic effects associated with their actions.

3.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

3.1 PROPOSED ACTION

The proposed project identified in the AF Form 813 would demolish eight facilities, including the existing damaged air freight terminal facility in order to construct a new 355K square foot air freight terminal. During a snowstorm in Feb 03 the accumulation of 33 inches of snow collapsed the roof over the existing air freight terminal facility and two additional bays. The proposed project will demolish eight facilities including the existing damaged facility. The new facility will be located in the footprint of those demolished facilities, which is just Northeast of the current damaged facility.

3.2 ALTERNATIVE ACTION

There is no alternative action for the proposed project. Therefore, this EA focuses on the proposed action and the no-action alternative.

3.3 NO-ACTION ALTERNATIVE

The no-action alternative would maintain the status quo. With the no-action alternative, the damaged Air Freight Terminal can only process 30 percent of all the cargo. This alternative would cause productivity to be inefficient and backlogs in cargo processing will continue to grow. Due to inadequate bay size and poor layout, it is not uncommon for a pallet of cargo to be handled as many as four separate times before it is dispatched to an aircraft.

4.0 ENVIRONMENTAL CONSEQUENCES

Section 4.0 describes the environmental and socioeconomic resources and conditions most likely to be affected by the proposed action.

In compliance with NEPA, CEQ guideline, and 32 CFR Part 989, as amended, the description of the affected environment focuses on those resources and conditions potentially subject to impacts. Some environmental resources and conditions that are often analyzed in an EA have been omitted from this analysis. The following details the basis for such exclusions:

- **Infrastructure.** The proposed action or the alternative action would not involve any activities that would contribute to major changes with respect to local capacities (e.g., utilities, transportation networks, energy) to provide the required support. The existing utilities would be utilized. The traffic patterns would not change in MFH. Accordingly, the detailed examination of the infrastructure has been omitted.
- **Noise.** Implementation of the proposed action or the alternative action would not involve permanent alterations to aircraft inventories, operations, or missions. No new permanent ground-based heavy equipment operations would be included in the proposed action or the alternative action. No activity included in the proposed action or the alternative action would result in a situation where residences would be impacted by an increase in present ambient noise levels. Furthermore, noise produced by construction activities associated with the proposed action or the alternative action would be temporary and would not significantly affect sensitive receptors. Accordingly, the detailed examination of noise has been omitted.
- **Land Use.** All activities associated with the proposed action or the alternative action would be consistent with present and foreseeable land use patterns at Dover AFB. Implementation of the proposed action or the alternative action would not alter the existing land use at Dover AFB. The surrounding land is not considered prime farmland. Accordingly, the detailed examination of land use has been omitted.
- **Socioeconomics and Environmental Justice.** The proposed action or the alternative action would not involve any activities that would contribute to changes in socioeconomic resources. There would be no change in the number of personnel assigned to DAFB, therefore there would be no changes in area population or associated changes in demand for housing and services. Accordingly, the detailed examination of socioeconomics has been omitted.

Environmental Justice addresses the potential for a proposed federal action to cause disproportionate and adverse health effects on minority or low-income populations. Adverse health effects are not expected, therefore minority and low-income population data is not analyzed in this assessment. There would be no environmental justice concerns associated with the proposed action or the alternative action. Accordingly, the detailed examination of environmental justice has been omitted.

4.1 AIR QUALITY

Proposed Action

Dover AFB is an area of severe non-attainment for ozone. The priority air pollutants of concern are nitrogen oxides (NO_x) and Volatile Organic Compounds (VOCs). No long-term air quality impacts are expected from the proposed action. The proposed action would generate air pollutant emissions as a result of grading, filling, compacting, and paving operations, but these emissions would be temporary and would not be expected to generate any off-site impacts. Therefore, a Clean Air Act amendment section 176(c) conformity determination is not required.

No-Action Alternative

Air quality would not be impacted by the no-action alternative.

4.2 BIOLOGICAL RESOURCES

Proposed Action

After reviewing the 1998 Wetland Survey, it was determined that the proposed project will not impact wetlands or the 100-year floodplain. The proposed action will be in an industrial area on improved land. (Figure 1)

According to the Biological/Ecological Inventory, dated 1993, there are no known occurrences of federally listed threatened and endangered animal or plant on Dover AFB. There is one animal that is of State Endangered on the DAFB, and it is located south of the proposed site. This animal will not be impacted by the proposed action. (Figure 2).

There is one plant of State Concern on the main base and it is located extremely far south of the proposed site. This plant will not be impacted by the proposed action. (Figure 3).

No-Action Alternative

Rare and endangered species would not be impacted by the no-action alternative.

4.3 CULTURAL RESOURCES

Proposed Action

There is one potential cultural resource site on the main base, according to the Cultural Resources Management Plan prepared in 2000. The site is far south of the

proposed site. This potential cultural resource site will not be impacted by the proposed action.

Facility 1301, a former World War II Hangar, which is now the AMC Museum is listed on the NRHP. The Museum is far south of the proposed site. Facility 1303, part of the Cold War Strategic Air Command readiness infrastructure, is eligible for listing on the NRHP. Neither of these facilities will be impacted by the proposed action. (Figure 4).

No-Action Alternative

Cultural resources would not be impacted by the no-action alternative.

4.4 GEOLOGY

Proposed Action

Slopes in the proposed areas are shallow to flat and the proposed action would not cause or create significant changes to the topography of the Dover AFB area.

No-Action Alternative

Topography would not be impacted by the no-action alternative.

4.5 HAZARDOUS MATERIALS/HAZARDOUS WATER

Proposed Action

The demolition activities associated with the proposed action could potentially create hazardous material. There are residual contaminants in the soil that may not allow for unrestricted disposal of excavated soils. Any excavated soil that is not suitable for use on site must be stockpiled on site and tested to determine proper disposal requirements. A full TCLP scan including metals, organics (volatiles and semi-volatiles), pesticides, ignitability, reactivity, and corrosivity must be done

The sample results must be submitted to CES/CEV for interpretation. CEV will use the hazardous waste limitations in the CFRs when evaluating the TCLP results to determine if the soil must be disposed of as hazardous waste. The other remaining parameters are required for disposal at a Delaware Solid Waste Authority (DSWA) facility and have associated DSWA limitations. Those limitations will be compared to the results to determine if the soil can be disposed of within the State of Delaware, only if the soil is not a hazardous waste. If soil is hazardous waste, it must be disposed of accordingly at a disposal facility permitted to accept hazardous waste. If the soil is non-hazardous waste but does not meet the limitations of the DSWA, the soil must be disposed of at a disposal facility permitted to accept such waste.

No-Action Alternative

Hazardous materials would not be impacted by the no-action alternative.

4.6 OCCUPATIONAL SAFETY AND HEALTH

Proposed Action

An asbestos & lead paint sampling will be conducted prior to disturbing any existing structures that would be demolished. Any asbestos or lead based paint encountered would be handled in accordance with, State law and established Air Force policies, rules, and regulations.

No-Action Alternative

Occupational safety and health would not be impacted by the no-action alternative.

4.7 WATER RESOURCES

Proposed Action

There is a stormwater piping system under the asphalt and structures that could be impacted by the proposed action. During demolition activities, the stormwater inlet has to be protected to ensure that nothing from the demolition enters into the stormwater system. A sediment and erosion control plan will be developed and implemented during demolition.

There are groundwater monitoring wells located within the proposed area that must be protected or replaced if damaged. These wells are DM308D, DM305S, DM303D, RW303, and DM304F. (Figure 5). In addition, there are four recovery wells numbered RW3717, RW3718, RW3719, and RW3720 that are part of a fuel recovery system. The tops of these recovery wells are enclosed by concrete vaults with steel covers. These recovery wells and their associated underground piping must be protected.

There will be no net loss or increase in impervious surface. The total area that is proposed to be demolished will be replaced by the new Air Freight Terminal and the associated new asphalt.

No-Action Alternative

No water resources will be impacted by the no-action alternative.

5.0 CONCLUSION

Two alternatives were evaluated with regards to this proposed project. With the no-action alternative, the Air Freight Terminal would process only 30 percent of all the cargo. This alternative would cause productivity to be inefficient and backlogs in cargo processing will continue to grow. Due to inadequate bay size and poor layout, it is not uncommon for a pallet of cargo to be handled as many as four separate times before it is dispatched to an aircraft. There is not adequate space/facilities to safely store hazardous materials in accordance with regulations without moving cargo from one bay to another. The inordinate level of cargo transfer and handling creates an inflated manpower requirement. The second alternative is the proposed action that will allow the demolishing of the eight buildings to allow the construction of the new Air Freight Terminal. Additionally, allowing the Air Freight Terminal to be built will assist in Dover AFB in meeting updated federal requirements and fire restrictions.

6.0 LIST OF PREPARERS

Benner, Rayanne, 436 CES/CEV
Contribution: Author

7.0 LIST OF CONTACTS

Lavender, Gina
436 CES/CECP
Purpose of Contact: Proponent

Deramo, Joanne
436 CES/CEV
Purpose of Contact: ERP information

DiSalvo, Lee
436 CES/CEV
Purpose of Contact: Water Resource information

8.0 REFERENCES

“Dover Air Force Base, Cultural Resources Management Plan”, October 2000
“Biological and Ecological Inventory of Dover Air Force Base, Delaware”,
November 1993

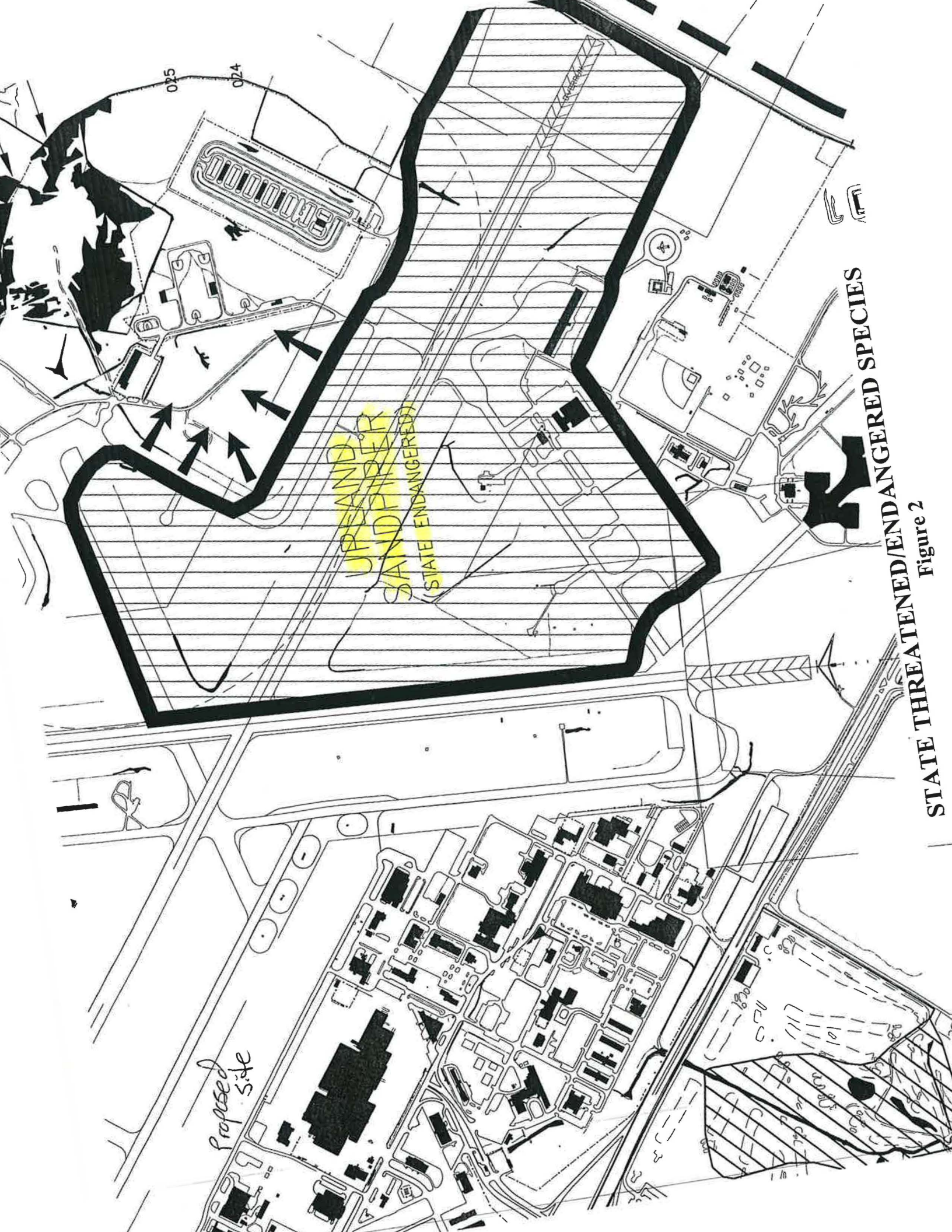
ABBREVIATIONS AND ACRONYMS

AFI - Air Force Instruction
AFOSH - Air Force Occupational and Environmental Safety, Fire Protection, and Health
AFPD - Air Force Policy Directive
CAA - Clean Air Act
CEQ - Council on Environmental Quality
CES/CEV – Civil Engineering Squadron/Civil Environmental Flight
CFR - Code of Federal Regulations
CWA - Clean Water Act
CZMA – Coastal Zone Management Act
DAFB – Dover Air Force Base
DSWA - Delaware Solid Waste Authority
EA - Environmental Assessment
EIAP - Environmental Impact Analysis Process
EIS - Environmental Impact Statement
EO - Executive Order
ESA - Endangered Species Act
FAA - Federal Aviation Administration
FONSI - Finding of No Significant Impact
MFH - Military Family Housing
NEPA - National Environmental Policy Act
NHPA - National Historic Preservation Act
NOx - Nitrogen Oxide(s)
NRHP - National Register of Historic Places
SHPO - State Historic Preservation Office
SIP - State Implementation Plan
SR - State Route
TCLP – Toxic Characteristics Leaching Procedure
USC - United States Code
USACE - U.S. Army Corps of Engineers
USAF - U.S. Air Force
VOC - Volatile Organic Compound

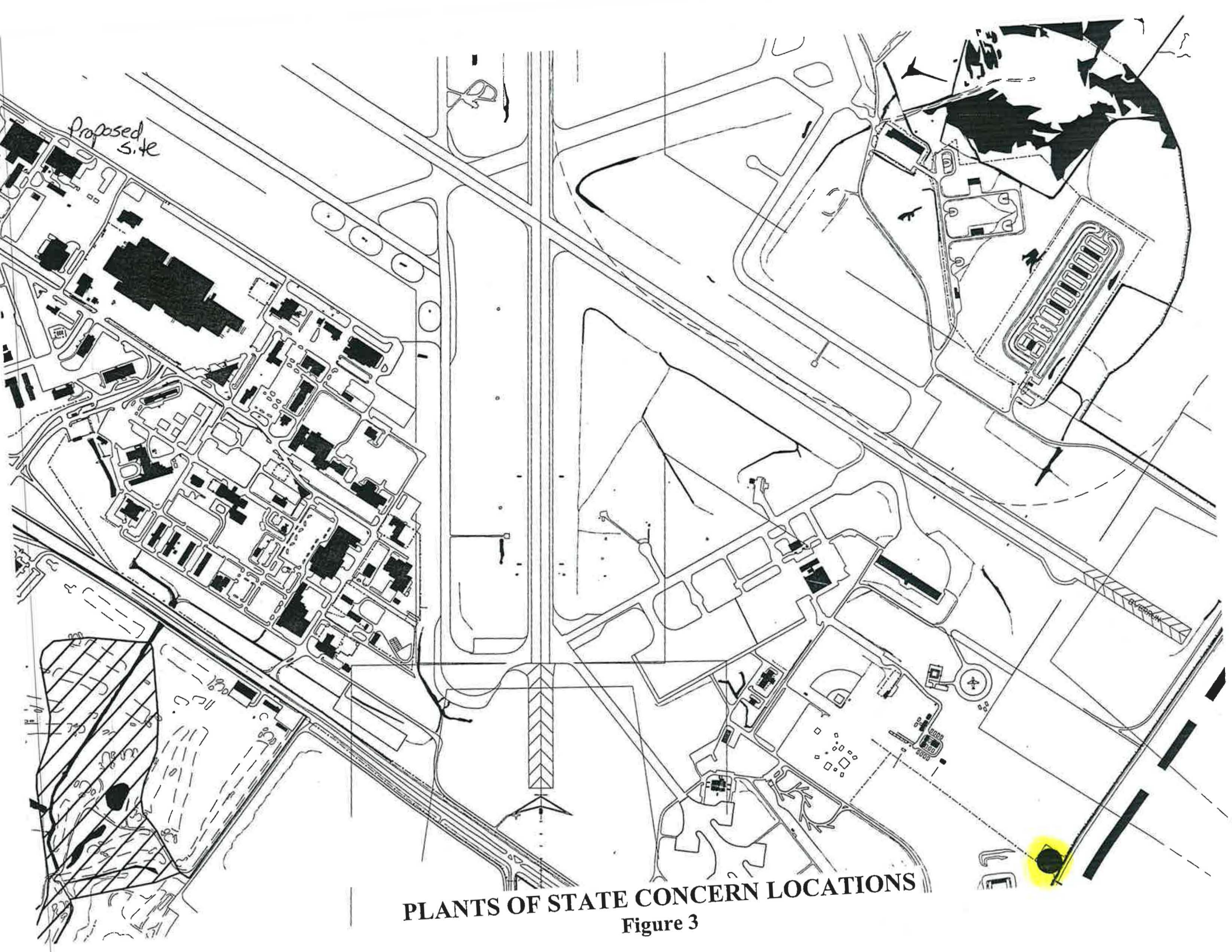


PROPOSED ACTION LOCATION

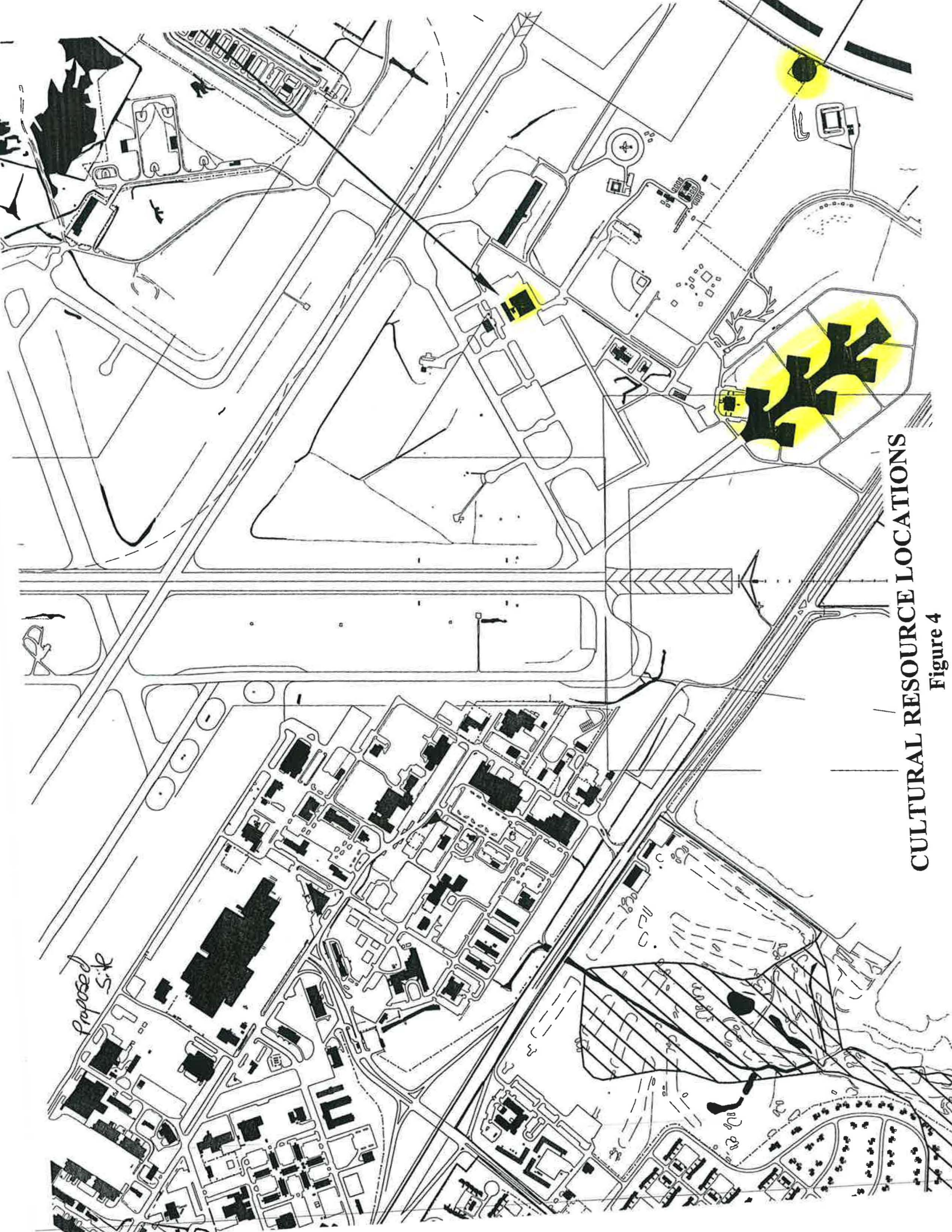
Figure 1



STATE THREATENED/ENDANGERED SPECIES
Figure 2



PLANTS OF STATE CONCERN LOCATIONS
Figure 3



CULTURAL RESOURCE LOCATIONS
Figure 4

Monitoring Wells and Fuel Recovery Wells Located in Aerial Port Construction Area

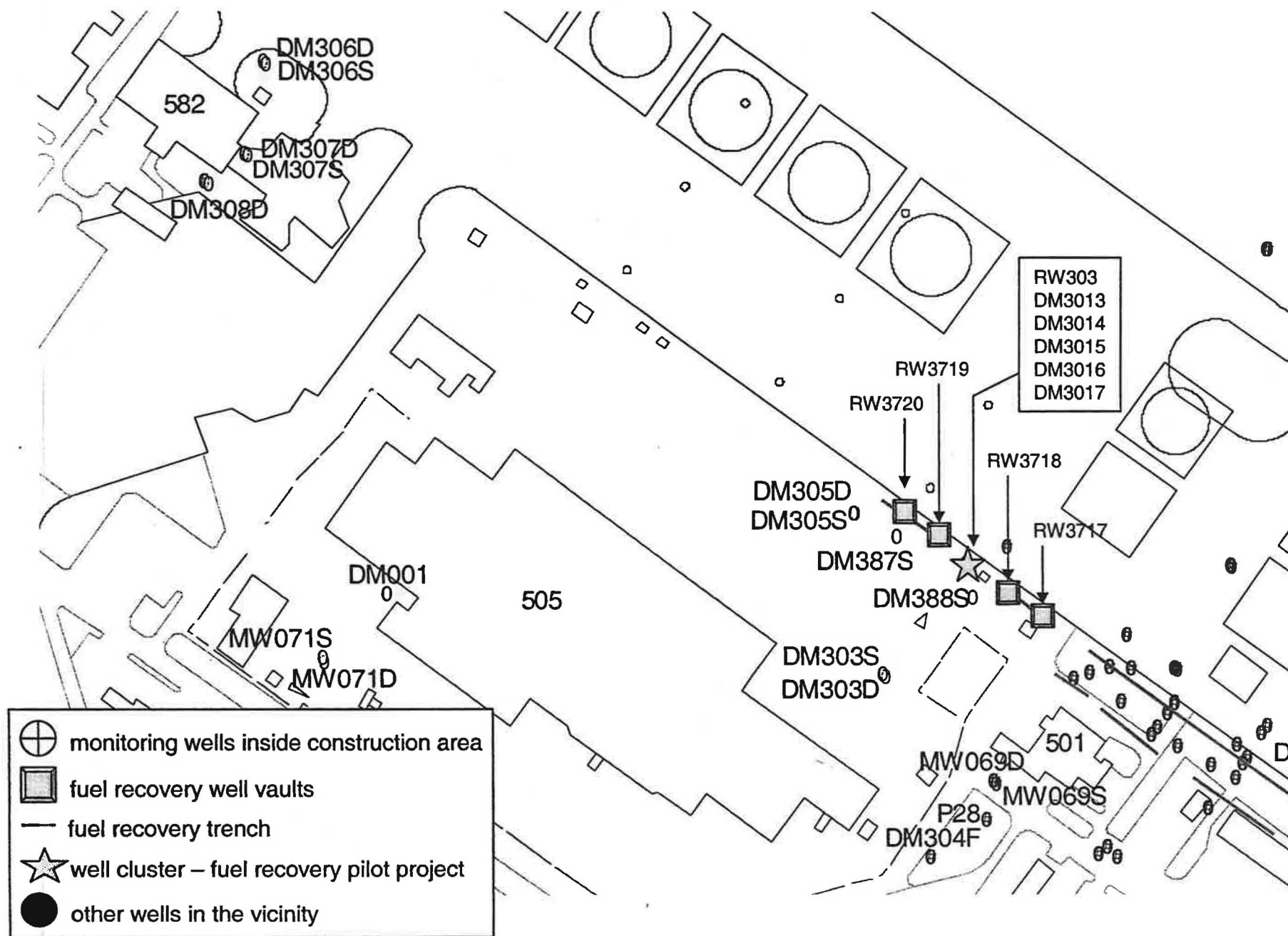


Figure 5



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 436TH AIRLIFT WING (AMC)

2 June 2004

MEMORANDUM FOR 436 MSG/CC

FROM: 436 AW/JA

SUBJECT: FONSI for Demolition of Eight Facilities

1. I have reviewed the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the demolition of facilities 504, 505, 506, 510, 581, 582, 585, 67585, and the abandoned airfield pavement. I find both documents to be in compliance with 40 CFR 1501.3 and 1508.9, as implemented by AFI 32-7061, paragraph 3.3. Additionally, the EA was made available for public review and comment and no comments were received.

2. **RECOMMENDATION:** Sign the FONSI.

MARC A. JONES, Maj, USAF
Deputy Staff Judge Advocate

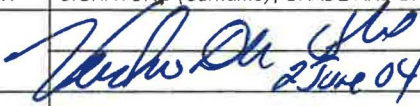

1st Ind, 436 AW/JA

MEMORANDUM FOR 436 MSG/CC

Concur/~~Non-concur~~

DONNA MARIE VERCHIO, Lt Col, USAF
Staff Judge Advocate

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	AW/JA	Coord	 2 June 04	6			
2	MSG/CC	Sign	 (2)	7			
3	CES/CEV	Action		8			
4				9			
5				10			

SURNAME OF ACTION OFFICER AND GRADE

Mikula, GS-13

SYMBOL

CEV

PHONE

6849

TYPIST'S

INITIALS

rb

SUSPENSE DATE

SUBJECT

Finding of No Significant Impact (FONSI) for the Demolition of 8 Facilities within the footprint for the New Air Freight Terminal.

DATE

20040601

SUMMARY

1. PURPOSE. To request MSG/CC to sign the Finding of No Significant Impact (FONSI) for the Demolition of 8 Facilities within the footprint for the New Air Freight Terminal (tab 1).
2. A Request for an Environmental Impact Analysis, AF Form 813, is enclosed (tab 2).
3. An environmental assessment (EA) for the Demolition of 8 Facilities within the footprint for the New Air Freight Terminal (tab 3). The EA indicates there are no significant environmental impacts from the proposed action.
4. RECOMMENDATION: MSG/CC sign the enclosed FONSI.

M.A. PERZA

Deputy Base Civil Engineer

3 Tabs

1. FONSI, for the Demolition of 8 Facilities
2. AF Form 813
3. Environmental Assessment and Supporting Documentation



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 436TH AIRLIFT WING (AMC)

10 May 2004

MEMORANDUM FOR 436 MSG/CC

FROM: 436 AW/JA

SUBJECT: FONSI for Demolition of Eight Facilities

1. I have reviewed the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the demolition of facilities 504, 505, 506, 510, 581, 582, 585, 67585, and the abandoned airfield pavement. I find both documents to be in compliance with 40 CFR 1501.3 and 1508.9, as implemented by AFI 32-7061, paragraph 3.3.

2. **RECOMMENDATION:** Sign the FONSI after publication of the EA and a reasonable amount of time for public comment on the EA.

MARC A. JONES, Maj, USAF
Deputy Staff Judge Advocate

1st Ind, 436 AW/JA

MEMORANDUM FOR 436 MSG/CC

Concur/~~Non-concur~~

NANCY E. GRIFFIN, Lt Col, USAFR
Acting Staff Judge Advocate

STAFF SUMMARY SHEET

	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	AW/JA	Coord	<i>Col Jaffer</i> 11 May 0400	6			
2	CES/CEV	Action		7			
3				8			
4				9			
5				10			

SURNAME OF ACTION OFFICER AND GRADE

Mikula, GS-13

SYMBOL

CEV

PHONE

6849

TYPIST'S
INITIALS

rb

SUSPENSE DATE

SUBJECT

Environmental Assessment and Finding of No Significant Impact (FONSI) for the Demolition of 8 Facilities for the New Air Freight Terminal.

DATE

20040503

SUMMARY

1. PURPOSE. To request 436 AW/JA concurrence with the Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for the Demolition of 8 Facilities for the New Air Freight Terminal.
2. A Request for an Environmental Impact Analysis, AF Form 813, is enclosed (tab 1).
3. An EA with a FONSI is enclosed (tab 2 and tab 3). The EA indicates there are no significant environmental impacts from the proposed action.
4. RECOMMENDATION: 436 AW/JA concur with the EA and FONSI.

M.A.PERZA

Deputy Base Civil Engineer

3 Tabs

1. AF Form 813

2. EA

3. FONSI



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 436TH AIRLIFT WING (AMC)

9 March 2004

MEMORANDUM FOR 436 CES/CEV

FROM: 436 AW/JA

SUBJECT: Categorical Exclusion for Demolition of 8 Facilities

1. I have reviewed your request to Categorically Exclude (CATEX) multiple demolition projects from the requirement of an Environmental Impact Analysis under the National Environmental Policy Act. I do not concur with your view that the demolition projects currently qualify for a CATEX under the authority of 32 CFR Part 989(B), A2.3.11.

2. 32 CFR Part 989(B), A2.3.11, as referenced by AFI 32-7061, *The Environmental Impact Analysis Process*, authorizes a CATEX for "Actions similar to other actions which have been determined to have an insignificant impact in a *similar setting* as established in an Environmental Impact Statement (EIS) or an Environmental Assessment (EA) resulting in a Finding of No Significant Impact (FONSI). The project proponent must document application of this CATEX on AF Form 813, *specifically identifying* the previous Air Force approved environmental document which provides the basis for this determination."

3. For a number of reasons, the EA and FONSI that are included with this request for CATEX provide an inadequate basis for the proposed demolition projects. Initially, the EA only marginally addresses the requirements of 32 CFR Part 989.14. Most notably, it lacks any analysis of alternatives to the proposed project, including the "no action" alternative. Additionally, while the previous EA addresses the demolition of a number of buildings "located throughout the base," it is unclear whether any of those buildings were near the site of the proposed demolitions. Finally, the FONSI describes the EA as an "abbreviated EA," an approach not specifically authorized by 32 CFR Part 989 nor currently approved by AMC/JAV.

4. For an existing EA to provide the proper basis for a subsequent CATEX, it must be similar to the proposed project in nature, scope and location. That is, for the previous EA to be applicable in this case, it must address a demolition project of similar or greater size, occurring close to the site of the proposed demolition. If the buildings are located close together, such that they occupy only one type of land resource, a single EA may adequately provide the basis for multiple CATEXs. If the buildings are spatially separated, such that they occupy diverse types of land resources, each CATEX request must be supported by an EA that adequately addresses the specific location of the proposed demolition.

5. If no adequate EA or EIS exists, the proposed demolition will require an EA of its own. If the buildings are located close together, such that they occupy only one type of land resource, a single EA may suffice. If the buildings are spatially separated, such that they occupy diverse types of land resources, multiple EAs will be required to sufficiently address the environmental

impact of the proposed demolitions. Any EA should fully address the potential environmental and economic impacts of the proposed projects. An AMC/JAV endorsed example of a legally sufficient EA is attached. While the EA for the proposed demolitions will probably not need to be as lengthy, the attached EA should still be considered a model for future EAs at DAFB.


6. RECOMMENDATION: Resubmit the CATEx request to 436 AW/JA, in accordance with 32 CFR Part 989(B), A2.3.11, or prepare an EA (or multiple EAs) for the proposed demolitions as necessary.



GEORGE J. KONOVAL, Capt, USAF
Chief, Environmental Law

1st Ind, 436 AW/SJA

MEMORANDUM FOR 436 CES/CEV

 Concur/Non-concur



NANCY E. GRIFFIN, Lt Col, USAFR
Acting Staff Judge Advocate

Delaware State

Maryland State News



State of Delaware:

County of Kent :

PUBLIC NOTICE DOVER AIR FORCE BASE

Dover Air Force Base (DAFB) is providing a public comment period regarding an environmental assessment associated with:

- A. The Demolition of the Golf Clubhouse, Facility 827.
- B. The Demolition of 8 facilities.
- C. The Relocation of the Aircraft Outdoor Washrack.
- D. The Relocation of the Oil/Water Separator and Lift Station.
- E. The Construction of a New Youth Center Facility.

A copy of the environmental assessment is available for review at the Dover Public Library, 45 State Street, Dover, DE 19901. Comments may be submitted in writing no later than May 29, 2004 to Mr. Charles Mikula, 436 CES/CEV, 600 Chevron Avenue, Dover AFB, DE 19902-5600. All comments received prior to May 29, 2004 will be considered in the final decision. 469757 DSN 05/16-19

Before me, a Notary Public, for the County and State aforesaid, personally appeared Tamra Brittingham, known to me to be such, who being sworn according to law deposes and says that she is Publisher of the Delaware State News, a daily newspaper published at Dover, County of Kent and State of Delaware, and that the notice, a copy of which is hereto attached, was published in the Delaware State News in its issue of

May 16th 19, 2004

Tamra Brittingham

Publisher

Sworn to and subscribed before me this

day of

24th
May

AD. 2004

Janet E. Kelly

Notary Public